

Hongkong Daily Press.

Don't buy imitations, only buy

GENUINE

TANSAN

BOTTLED BY

J. CLIFFORD WILKINSON

SOLE AGENTS—

H. PRICE & CO.,
12, Queen's Road Central.

WATSON'S SEASONABLE SPECIALITIES.

WATSON'S BALM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough both in Adults and Children.

WATSON'S WHITE EMBROCATION.

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest affections and pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE GOLD

CREAM is a pleasant cure for Chapped Lips and Rough and Chafed Skin, so often experienced in the cold weather here.

A. S. WATSON & CO. LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Retzian, Pallada, Askold and Novik will be unable to fight any more during this war. In addition the Russian fleet has lost in the past ten days the *Koreets* and *Varyag* at Chemulpo and the torpedo-transport *Yenisei* by accident at Port Arthur. As for the *Vladivostok* cruisers, all that can be said is that we know not what has happened to them. There is a Russian cruiser, the *Mandjour*, which left Shanghai last week and has not been heard of since. It may be taken that she has not been captured, but her chance of reaching a Russian port must be small. Neutrality rules will confront her elsewhere, so that the outlook for her is not bright. Our London correspondent announces the capture of six Russian colliers by the Japanese, and the steamers *Novik*, *Moukden*, and some others, whose names are uncertain, have been captured, and the *Sungari* sunk. On the Japanese side no injury to warships is actually known to have occurred, but one steamer has been sunk on the Northern coast of the main island. The balance is tremendously in favour of Japan, and leaves her to start the second stage of the war, by land, with a control of the Gulf of Pechili. She has already taken advantage of this fact to land 20,000 troops in Chemulpo and to occupy Seoul. Whether she has also occupied Fusan is unknown, but this is probable. She could do so without the fact becoming public property, owing to the efficient censorship exercised. Russia's land movements continue unknown. Possibly we shall not hear of them until the Russian and Japanese troops are actually in contact. We are warned to look for a check to Japan when this happens. As a matter of fact, no one can venture to prophesy at all what will happen then. All we do know is that Japan, by her control of the Gulf of Pechili, has the power of taking the Russians in the flank if they advance southward into Corea, and that she will do so there can be no doubt. We cannot expect, however, to hear of great operations on these lines just yet. What is to be anticipated is desultory news about naval movements, including those of the *Nisshin* and *Kasuga*, rumoured to be in a Japanese port, and of Admiral Virenius's squadron from the Mediterranean.

The detachment of Sherwood Foresters which left Hongkong on the 8th inst. arrived at Shanghai on the 12th by the P. & O. s. *Borneo*. They were at once transferred in lighters to the C.E. and M.S. *Kwangping*, in which they have proceeded to Chinwangtao.

The *Manila Cablenews* prints the following as a rumour:—All the constabulary and scouts north of Dagupan throughout the entire breadth of the island at that point have revolted and are in active mutiny and rebellion against their officers. Murder and assassination are rampant through the north.

At a meeting held in Bombay on the 26th ult. of the Committee having in hand the scheme for sending an Indian cricket team to England next year, the Hon. Mr. Justice Russell presiding, it was decided by a majority to abandon the scheme owing to lack of funds. The decision has been arrived at to the general regret of the Committee, but it was felt that to proceed further under the circumstances was impossible. Except in Parsee circles the decision has been received with general regret. The Maharajah of Cochin Behar had telegraphed another guarantee of Rs.5,000 just before the meeting was held.

The *Manila Cablenews* newspaper, with daring originality, on the 12th inst. brought out a leading stretching right across the sheet reading as follows:—"Almost incredible stories declaring England and America will preserve China's integrity with bayonets circulated about town (Manila) last night." The article itself describes how "England and the United States are at this moment resting all the available troops of both nations to points of embarkation." Then after giving a long list of regiments (which includes "the veteran Sikhs") the writer says:—"The above is the substance of the talk of the clubs last evening."

The *Cablenews* obtained this information too late for corroboration at Washington.

ROYAL HONGKONG YACHT CLUB.

The course for the sixth club race on Saturday and Sunday next will be No. 23. It is notified that the Royal Engineers Cup will be sailed for on Sunday, the 13th March. The Royal Artillery Cup will be sailed for on Saturday, the 26th March.

FOOTBALL.

This (Thursday) afternoon on the Happy Valley the Hongkong Football Club will play H.M.S. Ocean under Rugby rules. Kick-off at 4.45. The Club will play in stripes. The following will play for the Club.—Full back, W. A. Crane; three-quarters, W. R. Robertson, T. E. Pearce, R. A. Whitmore, and K. A. Scandlers; halves, A. G. M. Fletcher, A. B. de Vaulle; forwards, H. C. Sandford (capt.), E. B. Hallifax, P. W. Goldring, E. D. C. Wolfe, Lieut. Strover, H. E. Rowley, Lieut. Richards, and Lieut. Duncan.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR.

LONDON, February 17th, 17 a.m.
RUSSIAN SQUADRON DETAINED.

The Russian squadron under Admiral Virenius, now on its way out East, has been ordered to remain at Jibuti.

RUSSIA PURCHASING MORE TRANSPORTS.

Negotiations have been concluded by Russia for the purchase of some large transports at Antwerp.

LONDON, February 17th, 11 a.m.

THE "ASKOLD" SUNK.

SHANGHAI, 15th February.

It is ascertained that the Russian cruiser *Askold*, reported to have been damaged at Port Arthur, really foundered.

CHINA'S ALARM.

SHANGHAI, 15th February.

Japan's refusal to recognise the neutrality of Corea has alarmed the Government at Peking.

RUSSIAN COLLIERIES CAPTURED.

LONDON, 16th February.

Six Russian colliers have been captured by the Japanese.

GENERAL NEWS.

ENGLAND AND THE FISCAL QUESTION.

LONDON, 16th February.

After debate in the House of Commons an amendment to the fiscal proposals of the Government was rejected by a majority of 51, the voting being 276 for the amendment and 327 against.

REFORMING THE WAR OFFICE.

LONDON, 16th February.

H.R.H. the Duke of Connaught has been appointed Inspector-General of the Forces, with Earl Roberts as adviser.

DEATH OF SENATOR HANNA.

LONDON, 16th February.

Marcus A. Hanna, the well-known United States Senator, is dead.

[Senator Hanna's name is well known throughout the world by reason of the prominent part he has played in recent years in American politics. It was Senator Hanna who secured the nomination and election of Mr. McKinley as President of the United States and he has served the Republican party in many important and responsible offices, notably as Chairman of the National Republican Convention. Mr. Hanna was originally a partner in a wholesale grocery house, but later became head of the firm of M. A. Hanna & Co., coal and iron merchants. He was born in New Lisbon, Ohio, in 1837, and had therefore reached the age of 67.—ED. D.P.]

REUTERS' SERVICE.

THE WAR.—UNREST IN RUSSIA.

LONDON, 14th February.

The revolutionary propaganda in the South of Russia is increasing and many provincial Governors have been summoned to St. Petersburg to confer with the Government.

Germany and China have proclaimed neutrality.

LONDON, 16th February.

Government circles in St. Petersburg are uneasy, especially as seditious proclamations are again circulating among the students.

THE SITUATION.

LONDON, 16th February.

A Russian despatch says the situation at Port Arthur was unchanged on the 14th inst. Information has been received at Washington that nearly 20,000 Japanese have landed at Chemulpo.

THE JAPANESE IN MANCHURIA.

LONDON, 16th February.

Admiral Alexieff has ordered all Japanese in Manchuria to be arrested and conveyed to Port Arthur. Japan has appealed to America to intervene on their behalf.

THE RUSSIAN BLACK SEA FLEET.

LONDON, 16th February.

Mr. Akers-Douglas said in the House of Commons that Great Britain had not been approached regarding the passage of the Black Sea fleet through the Dardanelles, and he had no reason to suppose that Russia contemplated such a violation of treaties.

THE WAR.

LOCAL INFORMATION.

The Japanese Consul informed us yesterday morning that he had received the following official telegram dated Tokyo, 16th February, 8.50 p.m.:

"According to certain foreign officials who were in Port Arthur from the 8th to the 11th instant, the Russian battleship *Retzian* is aground outside the harbour, the *Tsarevitch* has been taken into the port, and the *Pallada* is lying aground at the entrance. All three are hors de combat by the bombardment of the Japanese fleet. Next morning the *Novik* was damaged seriously, while the *Askold*, *Diana*, and *Poltava* were only slightly damaged."

"Next morning" evidently means the morning of the 9th instant, the first attack having been made on the night of the 8th.

NEWS FROM THE NORTH.

The *N. C. Daily News* in its latest issues to hand has a number of interesting items of information which we summarise below.

It appears that the commanders and officers of the Russian squadron were attending the opera at Port Arthur on the 8th instant when the Japanese torpedo-boats made their attack.

A Tokyo wire of the 10th instant said:—"It is officially announced that the Volunteer steamer *Ekaterrinovna*, and the steamers *Moukden*, *Rossia*, *Argun*, and *Alexandre* have been so far captured. The steamer *Kotik* was stopped at Yokohama this forenoon."

The Russo-Chinese Bank has ceased business in Japan.

Eighteen Japanese, including three Greek Church missionaries, and a local newspaper Editor, have been expelled from the Hakodate fortified zone.

Baron Kaneko and Baron Suyematsu were to sail on the 10th inst. to the United States and England respectively on a diplomatic mission.

The C. E. R. S. *Mongolia* (previously reported captured) reached Dairen on schedule time. The Russian passengers went on by railway to Harbin; the other foreign passengers proceeded to Tsingtao and will return to Shanghai at the earliest opportunity.

The *s.s. Fuying* (Chinese Engineering and Mining Co.) left Chinwangtao with coal for Port Arthur, under the English flag. She was attacked in the open off Port Arthur (by the Russians) and slightly damaged. She took refuge at Weihaiwei, and subsequently left for Shanghai.

The *C.N.S. Kiukiang*, when she arrived at Chefoo from Dalny, report that that place was bombarded by the Japanese fleet. The electric light works were destroyed. Japanese marines were landed.

JAPANESE OFFICIAL ACCOUNT OF CHEMULPO ACTION.

The Japanese official account of the Chemulpo action is thus given in the *N. C. Daily News*:—"Our squadron escorting transports was entering the port of Chemulpo towards the evening of the 8th, when they met near Hachibei Island the Russian gunboat *Koreets* coming out of the port. The latter at once assumed an offensive attitude towards the Japanese transports and then fired on the torpedo-boats, which replied thereto with two torpedoes but without effect, whereupon the *Koreets* returned to her anchorage in the port. Admiral Ueda, commanding the convoying squadron, made a formal demand on the 9th on the senior Russian naval officer (the captain of the *Varyag*) to retire from the port before noon that day, adding that in the event of refusal he would be compelled to attack them in the harbour. The Japanese squadron then left the port, and the two Russian men-of-war also left the harbour a little after 11.30 a.m., whereupon a fight ensued well outside of the Polynesia Islands. After about an hour's engagement, the Russian vessels took refuge in the Polynesia Islands, and at 4 p.m. the *Koreets* sank, having apparently blown herself up. The *Varyag* was entirely disabled and sank the same evening. The officers and men of the Russian vessels took refuge on board the French cruiser *Paucel*. There was no loss of life and no damage whatever on the Japanese vessels. The Japanese troops landed at Chemulpo on the 8th. Perfect tranquillity reigned at Chemulpo and Seoul."

THE RUSSIAN TROOPS IN MANCHURIA.

The following is the latest information regarding the distribution of Russian troops in Manchuria:—

At Port Arthur, 20,350 men, consisting of Infantry—Third Brigade, 9th, 10th, 11th and 12th regiments East Siberian Sharpshooters comprising 2,000 men in each regiment; Seventh Brigade (one half) or 25th and 26th regiments; East Siberian Sharpshooters, 2,000 men each. The other half of the Brigade being the 27th regiment at Haicheng, and the 28th regiment of the same Corps (East Siberian Sharpshooters) at Liangyang. Note:—All of the third Brigade, except the 11th regiment, have since proceeded to the coast of the Liaoning Peninsula and the Yalu.

Cavalry: one company Baikal Cossacks, 150 men.—Artillery: two Companies East Siberian Battalion, 600 men; one regiment Port Arthur garrison artillery, 2,400 men. *Pioneers*: two battalions East Siberian Pioneer Regiment, 1,000 men. *Torpedo Corps*: one company Torpedo Corps, 200 men.

At Dalny, 2,000 men, consisting of the 14th Regiment East Siberian Sharpshooters.

At Taitowwan, 4,400 men. *Infantry*: 13th Regiment East Siberian Sharpshooters, 2,000 men; four Companies 15th Regiment, ditto, 1,000 men. *Cavalry*: four Companies Baikal Cossacks, 600 men. *Artillery*: one Company, East Siberian Battalion, 300 men, and one

Company, Field Artillery Trans-sialat regiment, 300 men. *Torpedo Corps*: one Company, Torpedo Corps, 200 men.

At Pitzewo, 400 men, composed of one Company, 12th Regiment East Siberian Sharpshooters, 250 men, and one Company, Baikal Cossacks, 150 men.

At Fenghuangcheng, (Yalu), 750 men—three Companies, Baikal Cossacks, 450 men, and one Company, Transsialat Field Artillery, with eight guns, 300 men.

At Chinchon, (near Port Arthur) 750 men—three Companies East Siberian Sharpshooters, 750 men.

At Yinkou, (Newchwang), 1,200 men—five Cos. E. S. Sharpshooters, 1,050 men, and half Co., East Siberian Battalion, with four guns, 150 men.

At Haicheng, 1,150 men—four Cos. 28th Regiment E. S. Sharpshooters, 1,000 men, and half Co., East Siberian Battalion, with four guns, 150 men.

At Liangyang, 1,900 men—three Cos. 15th Regiment E. S. Sharpshooters 750 men; four Cos. 25th Regiment, ditto 1,000 men, and half Co., Transsialat Field Artillery, with four guns, 150 men.

At Moukden, 550 men—One Co. 15th Regiment E. S. Sharpshooters, 250 men; half Co., Transsialat Field Artillery, 150 men, and one Co. Transsialat Cossacks, 150 men.

At Tielin, 2,750 men—16th Regiment E. S. Sharpshooters 2,000 men; 7th Co., First Brigade East Siberian Artillery, with eight guns, 300 men, two Cos. Transsialat Field Artillery, with twelve guns, 300 men, and one Co. Amur Cossacks, 150 men.

At Ninguta, 1,250 men—two Cos. 18th Regiment E. S. Sharpshooters, 500 men; three Cos. Amur Cossacks 450 men, and one Co., east Siberian Artillery Battalion, 300 men.

At Harbin, 4,550 men—17th Regiment E. S. Sharpshooters, 2,000 men; six Cos. 18th Regiment ditto, 1,500 men; one Amur Cossacks, 150 men, and one battalion east Siberian Artillery, with twenty-four guns, 900 men.

At Taitowwan, 1,950 men—Six Cos. 20th Regiment E. S. Sharpshooters 1,500 men, second Co., of the Second Brigade of the East Siberian Artillery, with eight guns, 300 men, and one Co. Amur Cossacks, 150 men.

At Haial, 1,000 men, belonging to the Third Battalion Netchinsk Reserves.

In addition to the above there are fifty-five Companies Railway Guards consisting of 24,000 men, mostly quartered at Harbin, Liangyang, Kungchulin, Hengtschotze and Tachibotso.

There is also another Railway Corps consisting of some four battalions stationed at Harbin, Hengtschotze, Kungchulin, and Liangyang.

JAPAN BEFORE THE WAR.

The *N. C. Daily News* correspondent at Tokyo writes, under date the 31st January:—"The present Cabinet has survived till now owing to the crisis. The Emperor has now given them a special mandate to force a solution, and the Government have taken all necessary measures for the defrayal of a large sum. The merits of the present Ministry will be decided and widely recognised if it gets the better of the Russians in the field, but any attempt to settle the problem by pacific means would probably end in the defeat of the Ministry at once. The unpopularity of the Minister of Finance, Baron Sone, is no new development, but it would be unwise to dispose him at this juncture. Counts Matsukata and Inouye have been exhorting by the Emperor to give Baron Sone disinterested assistance and they have willingly fallen in with the Imperial wishes. It is now confidentially stated that the forthcoming issue of the Exchange bonds, 100,000,000 yen value, will be made at 85 yen and 5 per cent. interest for five years. The proceeds of the enhancement of the different taxes will be 50,000,000 yen. In this connection, there is now a growing belief that owing to the objections raised by influential sections, the Government might refrain from effecting the increment of the taxes, to the whole proposed amount, without reference to the Legislature."

JAPANESE AND RUSSIAN MILITARY MEDICAL SYSTEMS.

With regard to the medical systems prevailing in the Armies of Russia and Japan, the *British Medical Journal* publishes some details which during the present crisis should prove of considerable interest. The Japanese medical arrangement is, so the paper says, so extremely up-to-date as to be scientifically comparable with those of any nation, while in point of generosity of the provision of medical officers, elasticity and adaptableness to varying conditions, the difference is, perhaps, in favour of Japan. Thus, while here hospitals, field hospitals, dressing stations of three types, bearer companies, and hospital ships, all find their place, each division of the army has a medical reserve, which is mobilised simultaneously with it, and served in the base or reserve hospitals. The medical department also has its own independent transport, and every infantry regiment, cavalry, artillery, engineer, and general transport battalion has a medical staff attached to it of a very complete kind. The staff, for instance, for an infantry regiment, consists of two surgeon-captains, four surgeon-lieutenants, three chief attendants, twelve ordinary attendants, and forty-eight bearers drawn from the regiment. The Russian military medical arrangements are also good upon paper, and Russian military surgeons have an advantage over the majority of their European colleagues, inasmuch as they habitually do the work of nearly all the civil hospitals. It is not to be forgotten, however, that the Russians will be working at an immense distance from their real base as far as medical matters are concerned. When all is said, the mortality and suffering to be anticipated is dreadful. The amount of illness, on the other hand, may possibly be less than under corresponding circumstances elsewhere, for both nations are habitual tea-drinkers, and rarely, in consequence, drink unboiled water.

OUR SUNDAY SCHOOLS.

TO THE EDITOR OF THE "DAILY PRESS." SIR,—If I might briefly write in this connection your correspondents ought to be well aware of the difficulties of an undermanned Cathedral, and even if it were not so, of the facility of expecting the children to be taught in a manner satisfactory to "Anglican" or Anglicans. The only way out of the difficulty is for them and sympathisers to aim at obtaining a Church and priests of decided stamp, which will need more enthusiasm than Hongkong Churchmen of the past have ever exhibited yet; the children will then be taught efficiently, Sunday school or no Sunday school.—Yours, etc.,

PAYMENTO.

POLO.

The final tie for the Polo Cup presented by H.E. Mr. May will be played off to-day at 4.15 p.m., when the Civilians (the winners of the last match) will play the Polo Club team.

The Civilian team will be:—

H.E. Mr. F. H. May 1, Mr. J. Johnstone 2, Mr. Hastings 3, Mr. C. H. Ross (back).

The Club team will be:—

Mr. Knox, R.N., 1, Capt. Nugent 2, Mr. Geddes 3, Capt. Light (back).

R.A.O.B. DANCE.

On Tuesday night the Royal Ancient Order of Buffaloes held a very successful dance at their rooms in Queen's Road Central. About 100 people were present, and dancing was kept up with spirit till an early hour next morning. Colour-Sergeant Fielding, S.F., acted as pianist, and Corporal Jenkins as violinist. The rooms were nicely decorated with greenery and colours. Mr. J. H. Oxberry (the president of the Club) and Staff-Sergeant Hyett officiated as M.C.s, and were ably assisted by Mr. G. G. Burnett, the vice-president; Mr. J. J. Blake, the hon. secretary; Mr. Young Hee the hon. treasurer; and an energetic committee. The dance was universally voted a great success. A special launch took the Kowloon contingent over to the other side. The programme was as follows:—

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held at 3 p.m. to-morrow.

BUSINESS.

1. Financial Minutes. (Nos. 8 to 12).

2. Report of the Finance Committee. (No. 1).

ORDER OF THE DAY.

First reading of a Bill entitled An Ordinance to amend The Prepared Opium Ordinance, 1891.

Committee on the Bill entitled An Ordinance to provide for the Recovery of Charges incurred by the Colony on account of certain insolvent persons introduced into the Colony.

Revision of the Jury List.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived at Nagasaki 9 a.m. on the 15th inst., and left again at 4 p.m. same day for Kobe, where she was due to arrive at 8 a.m. on the 16th inst.

The M.M. steamer *Sydney*, with the outward French mail, left Singapore on the 17th inst., at 2 p.m., via Saigon.

The P. & O. steamer *Java* left Singapore for this port on the 16th inst., at 8 a.m.

NOTICE TO CORRESPONDENTS.

Only communications relating to the new columns should be addressed to THE EDITOR. Correspondents must forward their names and address with communications addressed to the Editor, and for publication, but as evidence of good faith all letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of *Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber's P.O. Box, 38, Telephone No. 12

MARRIAGES.

On the 10th February, at H.B.M. Consulate-General, by Sir Pelham Warren, K.C.M.G., and afterwards at Holy Trinity Cathedral, Shanghai, by the Rev. G. J. Fitz-Simons Symonds, B.A., WALTER ENGLAND, youngest son of JOHN MICHAEL WATSON, of Dublin, Ireland, to LINA LUNE, daughter of FRIEDRICH WILHELM KOCH, of Hamburg, Germany.

On the 11th February, at H.B.M. Consulate-General, Shanghai, by Sir Pelham Warren, K.C.M.G., and afterwards at Holy Trinity Cathedral, by the Rev. G. J. Fitz-Simons Symonds, B.A., ARTHUR, youngest son of E. W. WINDALL, of Dublin, Ireland, to EMILY HARRIETTE, daughter of JOHN CRAIG THOMSON, of Limerick, Ireland.

DEATHS.

On the 10th February, between Soochow and Shanghai, ABEL JOHNSON, L.M.C. Soochow, aged 51 years.

On the 12th February, at the General Hospital, Shanghai, FRANK L. ROGERS, aged 33 years.

On the 28th February, at Nagasaki, SARAH G. LUDMAN, of Bardicelli, widow of the late SAMUEL GOLDMAN.

The Daily Press.

HONGKONG OFFICE: 14, DERVEX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th FEBRUARY, 1904

The apparent lull in war operations continues. At Port Arthur the situation is reported unchanged. The Japanese therefore seem to be contenting themselves with watching the damaged Russian fleet there, too sharp a look-out being kept, no doubt, to permit another torpedo attack being made. The actual extent of the injury done to the Russians warships will probably not be known for some time to come. It seems absolutely certain, however, that in the night attack, on the 8th instant, the battleships *Tsarevitch* and *Retzian* and the cruiser *Pallada* were all badly damaged, the last-named being either sunk or run aground; the *Retzian* appears to be also aground outside the harbour, while the *Tsarevitch* has been taken inside. On the 9th instant the battleship *Poltava* and the cruisers *Askold*, *Diana* and *Novik* were damaged, the last of them seriously, while our Shanghai correspondent now reports the *Askold* foundered. We may assume that the

CRICKET.

H.K.C.C. V. UNITED SERVICES.

This two-days' match served to enhance the high name of Club cricket in Hongkong during the present season. The H.K.C.C. looks certain to go through its programme without a defeat now. The game that finished yesterday furnished a victory over the combined Services team by an innings and 47 runs. It was more than half an hour after the advertised time on Tuesday when the United Services (whose side included 6 naval and 5 military men) commenced batting. A disastrous start was made, two wickets being down for 30 runs. Campbell and Heath then made a stand which lasted almost to (tiffin time) in fact, when Campbell was bowled by Mackenzie for 43 the interval was taken. Chichester, Davies, and Punnett all helped Heath to put on runs, and the Mahatma officer was in fine form. Eventually he scored 75 out of the 10 while he was in. A collapse occurred when he left, and had not Horley, the best man in shown some pretty forcing cricket the 20 would not have been reached. As it was, 210 went up on the board before a catch by the Club captain disposed of Boyd, Horley carrying his bat for 19. H. Hancock had the best bowling figures—4 for 26—but he only bowled 5 overs. The Club innings was opened by Forcumbe Smith and P. Hancock, the latter of whom seemed nervous at the start, and was once or twice almost beaten by the bowlers. Smith stopped until the score was 42, when he was caught at the wicket by Blair. Then Turner joined Hancock, and the pair set out to make a new Club record. Neither forced the pace at the start, Hancock being the slower of the two, but the Services' bowlers were met by a defence which foiled all their efforts. The score mounted gradually and runs began to come faster, while bowling changes were constant. The close of the day found both men not out. Hancock with 82 and Turner with 83 to their credit. The board showed 193 for 1 wicket, only 17 behind the Services' innings. Yesterday play was resumed, and the batsmen soon got their eyes in again. At tiffin time they were still together, and it was not until 330 that a break was made, Hancock succumbing to Gibson. The partnership had yielded no less than 282 runs. Turner went on until 397, receiving support from H. Hancock and Dixon. When two short of his second century he was out to a catch. His 198 was a magnificent performance. It is his third three-figure score this year, and included 39 boundaries. The Club innings eventually finished for 437. Services went in to bat again at 2.35 o'clock, but failed to avert a single-innings defeat, though the last men batted well. Scores and analysis:—

First Innings.		Second Innings.	
Lieut. Campbell, R.N.	43	a and b D. Hancock	31
Mackenzie	4	a and b Smith	33
Lieut. Gibson, R.N.	4	a and b Smith	33
Forcumbe Smith	7	b Smith	21
Lieut. Heath, 19th Mch.	7	b w. b. Cooper	28
Major Chichester (capt.)	12	b Cooper	5
Capt. P. Hancock	75	b Smith	0
Mr. Punnett, R.N.	14	run out	9
Lt. Blair, R.N.	14	b R. Hancock	18
Com. Farquhar, R.N.	0	a Ponsonby, b Dixon	16
Capt. Boyd, A.A.S.	5	not out	25
H. Hancock	5	not out	25
W. C. D. Turner	198	not out	198
Extras	210	Extras	25
Total	437	Total	437

Bowling Analysis.		Bowling Analysis.	
First Innings.	Second Innings.	First Innings.	Second Innings.
O. M. R. W.	O. M. R. W.	O. M. R. W.	O. M. R. W.
Dixon	20 5 12 2	10 3 33 1	10 3 33 1
Cooper	8 1 27 2	14 2 33 2	14 2 33 2
R. Hancock	13 4 37 2	13 2 44 3	13 2 44 3
T. Serrano Smith	10 2 25 1	8 3 25 1	8 3 25 1
Mackenzie	5 2 20 4	2 2 8 1	2 2 8 1
H. Hancock	5 2 20 4	2 2 8 1	2 2 8 1
Extras	210	Extras	25

POLICE SHOOTING MATCH.

On Chinese New Year's Day, Tuesday, a police shooting match—Inspectors and Crown Sergeants versus Lance-Sergeants and Constables—was held at Tai Hang Range. The competing teams were as follows:—Inspectors and Sergeants—Inspectors Baker, Hanson, Warnock, Gauld, Robertson and Gourlay, Sergeants Macdonald, Ritchie, Cameron, McHardy, Garrod and Grant; Lance-Sergeants and Constables—Sergeants Kent, Kerr, Brail and Abley, P.C.'s Pitt, Devoney, Evans, Culliford, Clyde and Craggill. The conditions were not favourable for shooting. There was a strong sun and a shifty, uncertain wind varying from a foot to three feet. Distances were 200, 400 and 500 yards. The Inspectors and Crown Sergeants put on a total score of 692 against their opponents' 565, thus winning by a majority of 127. Inspector Robertson was top scorer on his side with 88, and P.C. Pitt on his side with 86. Refreshments were served on the range, the catering arrangements being ably carried out by P.C. Pitt.

THE GREAT FIRE AT SHANGHAI.

Details of the great fire which took place at Shanghai on the 11th inst., as reported in our telegraph columns on the 13th inst., are now to hand, from which it appears that it was a terrific conflagration. The fire broke out at a few minutes after 5 p.m. on the 11th inst., and in a very short time had assumed immense proportions, the whole of the top story of the huge Public building, bursting in one vast blaze. The fire broke out in the millinery department, but what was the cause of the outbreak was unknown, though it was believed to be the work of incendiaries, as there had been disputes and complaints against the Chinese staff. This, however, was the only foundation for the suspicion of incendiaries.

The fire-brigade was promptly on the spot, but from the first it was seen that all attempts to save the main building would be hopeless, as the fire made such rapid progress that it was nearly burnt out before anything could be done, and attention was turned to preventing a spread to the neighbouring offices. As the fire progressed the lifts gave way and came down with a run, while cartridges began to fall from the burning floor above, exploding in the sun-ubdering debris below. Meanwhile employees were rushing about trying to secure and place in safety what books and other property they could, but the shower of burning debris from above drove them outside, while cartridges continued to explode in large numbers. The staircases were one mass of flame, which surrounded the whole building. One of the first difficulties to contend with was the bursting of the rain of the hydraulic lift. The whole pressure of a 6-inch pipe was thus wasted, as it only flooded the lower centre of the building, and the hose-rolls attached to the street hydrants would not play above the first-floor windows, while the fire was raging, furiously and unchecked, above. One of the engines also unfortunately broke down after a time.

Detachments of blue-jackets were landed from the British and French ships and the Italian man-of-war, and gave welcome assistance in fighting the flames. The premises of Watson and Co. were deluged to keep the walls cool and prevent a spread, and were thus considerably damaged, but the building was saved. Kelly and Walsh's premises were threatened, but the wind changing, the danger there was averted.

Another danger menacing all was the burning of the electric light wires, the live wires hanging but a few feet above the heads of the firemen and spectators. The current was, however, cut off as soon as notice was given to the Company.

Messrs. Hall and Holtz's premises were completely consumed, as were the Russian Consulate quarters, in the same building. Mr. Kliemnow, the Russian Consul-General, who was ill, having to escape in his sleeping-suit, all his effects being destroyed, but the books and papers in the office were saved. Messrs. Hung Chong were also completely burnt out.

The following is a fairly correct estimate of the total loss by the fire:—Hall & Holtz 440,000 taels, Hung Chong, 75,000 taels; Russian Consulate-General contents 5,000 taels; damages to A. S. Watson & Co., Ltd., Nabholz & Co., and Lane, Crawford & Co., Ltd., by fire and water, 15,000 taels—making a total of Tls. 535,000.

The Public block and Hung Chong's premises were owned by Messrs. David Sassoon & Co. and the buildings were insured in the South British Fire Company, Messrs. Hall & Holtz were insured as to their stock with a number of companies.

HONGKONG BREWERY CO., LD.

A meeting of the above company was held at 15, Queen's Road Central on the 15th inst., Mr. G. A. Meurer being in the chair.

The CHAIRMAN read the following report:—Gentlemen,—This meeting is called for the purpose of complying with the Companies Ordinances of Hongkong, one of which provides that a meeting of the company must be held within four months of the registration of the company. It is for this purpose, therefore that you have been asked to attend here to-day. As we have met together I will take this opportunity of informing you that in accordance with the memorandum of association of the Company, two agreements therein referred to, and made between Mr. E. A. Meurer of the one part, and Mr. W. C. Jack, on behalf of the company, of the other part, have been ratified and carried into effect, and the necessary assignments made to the company. There has been a surrender of the title-deeds to the Crown, and a new Crown lease granted to the company in respect of the two sections purchased by them, which are now known as Inland Lot No. 1705. On the Western Portion of this Lot No. 1705, the Metropole Hotel stands, and the eastern portion is a vacant piece of land. On this vacant piece of land it is intended to build the Brewery. Doubtless, some of you have noticed that this piece of land is practically the bed of a watercourse. In the contract for the purchase from Sir C. P. Chater of this piece of land is a covenant by him to raise and level this section to a level with Section A, and to divert the watercourse, and build a nullah. As soon as this is done, the site will be ready for the brewery buildings, or for any kind of building. The raising and levelling of the site to a level with Section A, has to be done at the expense of Sir P. Chater, and seeing that the price the Brewery Co. has paid for this site (which includes the raising and levelling) is only 330,000, the company must be congratulated on obtaining a very suitable building site at a very moderate cost. I said just now that the site is practically the bed of a watercourse, and I should have explained that an abundance of

pure, good water, suitable for beer-brewing purposes, flows through it. Samples of this water have been submitted to analysis, and have been pronounced to be suitable for the purpose of brewing good beer. Of this water, the company has an abundance for all its purposes, and beyond the expense of laying down pipes to convey it into our brewing tanks, it will cost us nothing. At the site of and higher up than the level of our property is a dam or reservoir, from which the company is entitled to draw as much water (water of precisely the same suitable quality as that to which I have already referred), as will flow through a two-inch pipe, so that we are absolutely safe from a water point of view, even if our brewery develops in time into a very large concern, and, as I have said, the water will cost us nothing. On the piece of land adjoining that upon which we intend to build our Brewery, is the building known as the Metropole Hotel, and it was at first intended to convert that building into our Brewery. But upon going closely into the cost, it was found that we could erect a new building, a building designed expressly for beer-brewing, for a very little more than it would cost to convert the Metropole Hotel into premises suitable for our purpose. We purchased the Metropole Hotel site for \$50,000, and after we had decided to build the Brewery on the adjoining site, we considered the advisability of applying for a licence to sell our beer in the Metropole Hotel. That however would have involved the immediate outlay of a large amount of money to put the premises in a proper state of repair, as well as the engagement of a suitable manager of the hotel—a by no means easy matter—and the annual payment of the cost of the licence, as well as the cost of keeping the premises in a state of good repair; it is doubtful whether we should have succeeded in obtaining a licence. Just as we were discussing this matter we received an application from Mr. James Christie, of the Bay View Hotel, for a lease of the Metropole Hotel, and after fully considering the matter, we decided to grant him a lease for 7 years, with the option of renewal for a further term of 7 years, on very satisfactory terms, and the lease has been completed. The terms are that the lessee at his expense at once puts the premises, inside and out, into a thorough state of repair to the satisfaction of the company, the cost of which is not to exceed \$50,000—these repairs are now being got on with, also that during his lease he keeps the interior of the premises in a proper state of repair, and that during the term of his lease he binds himself to sell only the company's draught malt liquors, and a satisfactory arrangement has been done with him as to the sale of bottled malt liquors. The net rental of the premises will give the company a return of about 10 per cent. per annum on the price paid for this portion of the lot. This is by no means a bad return in itself. We, however, expect to sell a large quantity of beer—draught and bottled—to the lessee of the Metropole Hotel, upon the sale of which we expect to derive a fair profit, but before any profit can be realised from the sale of beer, we must get our Brewery built and at work. We have been in communication with an experienced master-brewer in Germany, with whom we have arranged satisfactory terms. He is ready to come out and attend to the building and fitting up of the Brewery as soon as we are ready for him to come out. A few months would be sufficient to get our Brewery up and at work turning out beer, and the brewer I have spoken of has the reputation of being an experienced brewer. I believe there is an ample market for all the beer we propose to brew at first, and as we intend brewing only first class beer and selling the same at reasonable prices it seems to me that as soon as we are in a position to supply good wholesome beer, there will be an immediate local demand for the same. What we need now is money. We want the rest of our shares taken up before we can put up our Brewery and commence brewing. With the prospect of the very paying concern we have in hand, there ought to be no difficulty in getting the whole of the capital subscribed, and I cannot help thinking that if this matter is properly brought to the notice of the subscribers, public we shall have no difficulty in getting in all the money we need. Our property up to the present has cost \$80,000, of which sum we have paid \$40,000 (\$40,000 remaining on mortgage at 6 per cent. per annum). I have already explained to you that the rental of the Metropole Hotel is sufficient to pay 10 per cent. on the purchase price of that portion of our property and is therefore sufficient to pay 12 per cent. on the \$80,000 we have on mortgage, or in other words, to pay the 8 per cent. interest on our mortgage money and leave a margin to pay 4 per cent. on the \$40,000 we have already paid out of our funds for the property. While this cannot be considered an altogether unsatisfactory arrangement, it is not a satisfactory one, because the object for which the company is formed is to brew beer, and not merely to act as landlords. I think there is no doubt whatever that as soon as our shares are taken up, and we are thus placed in a position to carry out the object for which the company was formed, we shall be in a position to pay good dividends to our shareholders. There seems to be no doubt whatever that we shall pay good dividends, dividends sufficiently high to speedily put our stock at a premium, and to keep it at a premium; but until the public subscribe for the balance of our shares, and enable us to get on with our legitimate work—if I may so express myself, I am afraid, gentlemen, you will have to be content with the 4 per cent. return your capital is now earning for you. The matter remains with you and with the public, with you if you desire to reap the full benefit of carrying on the business of brewing beer by

increasing your subscriptions sufficiently to enable the work to be properly carried on; with the public on their taking up the unsold shares of the company. As soon as this is done, you will be in a position to derive the full benefit arising from the brewing of beer—and in the opinion of those capable of forming a fair and proper estimate the benefit will be a real one—until then, as I have said, you will have to be content with a return of 4 per cent. of your money. It is the intention of the Police to take over the Bay View Hotel, and convert it into a Police Station at a very early date. Mr. Christie the present proprietor, will therefore have to remove. It is his intention to apply to the Justices for permission to remove his business to the Metropole Hotel, and doubtless this will be granted. There will then be no licensed premises for intoxicating liquors between Praya East and the Metropole Hotel. I have already explained to you what has been done by your managers in the matter of the mortgage and lease, and I shall be glad if you will express your approval of what they have done.

It was proposed by Mr. E. C. Wilks and seconded by Mr. LAM CHOI PANG that the Report as read be adopted. This was agreed to.

ANGLO-JAPANESE LOCOMOTIVE AND ENGINEERING CO., LD.

In order to comply with the Companies Ordinances of Hongkong, the first general meeting of this company was held on the afternoon of the 15th inst. at the registered offices of the Company, 39 and 41, Des Vaux Road, Hongkong, when Mr. Geo. K. Hall, Chairman, was in the chair.

The notice convening the meeting was taken as read.

The CHAIRMAN reported to the meeting that twelve acres of land, situated near Yokohama Kanagawa Ren, has been secured by purchase, for 1,000 years, free from all charges except an Imperial tax of 2½ per cent. of the assessed value, for the site of the Company's works in Japan. This land is already levelled, it has a hard solid bottom, and is quite ready for building upon. It has its own wharf and it is adjoining the Yokohama-Tokyo line of the Imperial Railway, and it is within 400 yards of the railway station. "A more suitable site for our works it would be difficult to imagine, having as it has, water and railway accommodation ample for all its needs, however large the works and business may ultimately develop into. All the plans of the works, including the working drawings, are completed, and they are here for the shareholders to see. We have received very low tenders from highly responsible contractors for the complete erection of the buildings, the same to be completed within four months of signing the contract. Over 50 per cent. of the capital of the company has been promised, and this will be paid after the Chinese New Year. As soon as the capital is paid in, the Company will proceed with the construction and equipment of the works, which will take about seven months to complete, and be ready to commence the manufacture of locomotives and other machinery. Within the last few days very favourable offers have been made to the manager, which if accepted, will in themselves keep a large and important section of our works fully and constantly employed. The Company is very fortunate in having secured as its managing agents the well-known firm of Messrs. Samuel & Co. of London, Yokohama, Formosa, and elsewhere. Having regard to the influence and interests they have in Japan, Formosa, and the East generally, that firm is in an undoubted position to gauge what the prospects of the Company are, and as you know, they are backing their opinion by subscribing largely to the capital of the Company. The present war between Japan and Russia, whatever its ultimate result may be, cannot adversely affect the prospects of the Company, for there are at present in Japan more than 4,000 miles of railway opened to traffic and in full and very profitable operation. Anyone who has travelled in that country cannot fail to have been impressed by the enormous traffic, and with the fact that these 4,000 odd miles of railway are totally inadequate to the traffic requirements. Every train is overcrowded with passengers, and all the goods stations and depots are always piled up and almost bulging with merchandise waiting transit. The railway companies are busy doubling the existing lines, and the construction of new railways is being pushed on in almost every part of the Empire, and as soon as each section is completed it is opened for traffic. All the railways are very short of rolling stock, as the almost congested state of traffic to which I have referred proves; but they are remedying that as fast as they can. Locomotives and rolling stock will always be needed by these railways, and will be needed in increasing numbers as the traffic goes on developing; in fact the traffic development depends almost entirely on the increase of rolling stock. Locomotives and rolling stock wear out and require frequent repairs and renewals. Most of that work we expect to get. Now when we bear in mind the very great advantages which the Company will be able to offer in the very important matter of quicker and cheaper delivery of engines and rolling stock than if these were ordered from Europe or elsewhere (for from whatever foreign country they may be ordered, it takes from 14 months to 2 years, and frequently even longer than that, to obtain delivery, with its attendant inconveniences to the railways ordering them—the cost of inspecting in the country where the engines are built,

NOTICE.
Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Resume Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.
Inspection is invited to the New Stock now on view.

LONG, HING & CO.,

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903.

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS.

FOR PARTICULARS APPLY TO

HONGKONG ELECTRIC CO. OR SIEMSEN & CO.

[55a]

the erection there for steam trial, the taking to pieces again, the packing for shipment to Japan, the cost of delivering to ship, the high rate of freight and insurance on heavy machinery such as locomotives, the cost of landing and re-erecting in Japan, and the very high import duty on machinery there adds enormously to the cost of the engines) you will at once realise the very favourable position the Company will be in to successfully deal with at least a share of the work for the Japanese railways. For even a share of the orders given by the Japanese railways, and a small share at that, will be sufficient to keep the rest of our works constantly and very profitably employed; profitably employed even if we have to sell at very much lower prices than are paid for imported engines. But, gentlemen, I do not think we shall have to do so, for it is the intention of the management to turn out work of the highest possible standard only. Our manager has long been closely connected with the design and sale of engines holding the very highest reputation in Japan, engines for which higher prices have been invariably paid than for any others in that country; and it is his intention, and our intention as well, to take care that we build engines equal in every respect to the very best production of any part of the world. To that end our workshops will be equipped with the best and most modern labour-saving and other machinery, the whole of which will be driven by independent electrical motors, excepting such as will be worked by hydraulic and pneumatic power. We shall have our own steam converters, and our own copper-rolling mills; in fact we intend our works to be thoroughly up to date in every detail, so that no one will be able to turn out better work than ourselves, or at a lower cost price. Besides having our own wharf, our works will have a double line of rails connecting it with practically the whole of the Japanese railway system, so that the bulk of our deliveries will take place on our own premises. We shall have little or no packing to do, no shipments excepting for work for abroad, no expensive freight and insurance, and no import duty to be paid by our customers. The only import duty we shall have to pay will be 5 per cent. on whatever raw materials we have to import, which is a mere bagatelle on what has to be paid by imported finished machinery. Gentlemen, these savings alone will mean giving us an advantage of more than 10 per cent. over any of our competitors. Then there will be the very great convenience to the railway companies themselves in being able to see for themselves that all the conditions of the specifications are honestly adhered to. The saving to them on that item alone will be a very considerable one. The works will be under experienced and most careful management. Each department will be in charge of the very best and most experienced working foreman we can obtain from the best of the British workshops. The business management will be in the hands of our managing agent, and I think you will agree with me that this is a position, with practically no competition (certainly none worth mentioning) either for new work or for repairs. Under such circumstances we can, and we do, look forward to unusually high dividends being paid, and I do not for one moment think that our expectations in that respect will not be amply and fully realised as soon as we get our works in operation.

Mr. PACEY HERT proposed that the report be passed. This was seconded by Mr. MEURER and carried unanimously by the meeting. Mr. FRICK proposed a vote of thanks to the Chairman, which was carried unanimously. The proceedings then terminated.

POLICE COURT.

Wednesday, 17th February.

BEFORE MR. T. SERCOMBER SMITH
(POLICE MAGISTRATE).

ALLEGED ASSAULT.
The case in which A. T. Young was charged with assaulting the master and accountant of the coolie-house in Queen's Road, on Sunday night, and which was remanded from Monday last, particulars of which were reported in these columns, was called on yesterday, when judgment was given, there being no defence. The accused was sentenced to pay a fine of \$5 for the assault, and \$15 for compensation for the loss of money and broken watch suffered by the second defendant.

A CASE FROM BRISBANE.
C. E. Bowerman, lately arrived from Australia, was placed before His Worship yesterday for the purpose of considering his return duty to Australia, to answer to the charge of having stolen £26 10s., the property of his employers in Brisbane. From information received Sergeant Wildes, who was given charge of the case, went on board the s.s. "Eastern" in the harbour, and arrested Bowerman, who had booked a passage to Singapore under the name of "Cashin," and who was wanted for the theft according to telegraphic advices from Sydney. He admitted that he was the man Bowerman whose name appeared on the warrant for his arrest, and offered no resistance to the arrest having been given evidence by the master and accountant of the coolie-house in Queen's Road, on Sunday night, and which was remanded from Monday last, particulars of which were reported in these columns, was called on yesterday, when judgment was given, there being no defence. The accused was sentenced to pay a fine of \$5 for the assault, and \$15 for compensation for the loss of money and broken watch suffered by the second defendant.



THE FAVOURITE BRANDY OF THE

FRENCH IS

MARTELL'S

* \$25.00 PER DOZEN.

*** \$31.00 PER DOZEN.

V. S. O. P. \$51.00 PER DOZEN.

V. V. S. O. P. \$93.00 PER DOZEN.

Even their cheapest quality is recommended

by the Medical Faculty for Invalids and

delicate people.

SOLE AGENTS.

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [41]

ROYAL
BAKING POWDER
Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where
the finest food
is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by

Royal Baking Powder Co.
NEW YORK, U. S. A.

1567

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904. [83]

THE HONGKONG BAKERY.

ESTABLISHED 1856.

Town Depot—41, Des Vaux Road.

BREAD, BISCUITS, CAKES, &c. of best quality supplied to Families, Hotels, Clubs, Ships, &c., on moderate terms.
DORABJEE & SON, Proprietors,
Contractors to H.B.M. Navy.
Hongkong, 22nd January, 1904. [306]

Pleasant to use, especially to students
perspiration, and most refreshing in hot climates.

F. C. CALVERT & Co., Manchester, Eng.

18--1

SHIPPING.

ARRIVALS.
Feb. 15, DUNHAME, British str., 2,402, Martin, at 1st Feb. Rm for Kobe. — ORDER.
Feb. 15, KOWLOON, German steamer, 1,447, H. Stör, Chikung 10th February, General. — SIEMSEN & CO.
Feb. 16, BANTERN, British str., 2,272, Winthrop, Ellis, Manila 14th Feb. General. — GIBB, LIVINGSTON & CO.
Feb. 16, LYERMOON, German str., 1,245, Th. Lehmann, Shanghai 14th Feb. General. — SIEMSEN & CO.
Feb. 16, MARIE JESSEN, German str., 1,771, H. Bondeson, Java 5th Feb. Sugar. — JESSEN & CO.
Feb. 16, MEIKONG, Chinese steamer, 1,321, C. Stewart, Shanghai 13th February, General. — CHINESE.
Feb. 16, GERA, German str., 1,165, R. Dahl, Shanghai 13th Feb. General. — MELCHERS & CO.
Feb. 16, NANSAN, British str., 2,591, Geo. Payne, Singapore 14th Feb. General. — JARDINE, MATHESON & CO.
Feb. 17, CHITTO, British str., from Canton.
Feb. 17, EMPRESS OF JAPAN, British str., 3,003, E. Bechler, N.A.S., Vancouver 25th Jan. Mails and General. — C. P. & CO.
Feb. 17, ELSE, German str., 961, J. Petersen, C. de 11th Feb. General. — JESSEN & CO.
Feb. 17, EMPIRE, British str., 4,500, P. T. Helms, Kobe 12th Feb. General. — GIBB, LIVINGSTON & CO.
Feb. 17, HAICHING, British str., 1,267, A. E. Higgins, Swatow 10th Feb. General. — DODD, LAMAR & CO.
Feb. 17, KINLUCK, British str., 2,880, Robinson, Shanghai 14th Feb. General. — BUTTERFIELD & SWIRE.
Feb. 17, KWAHONG, Chinese str., 1,505, Lincoln, Shanghai 14th February, General. — CHINESE.
Feb. 17, NANSAN, British str., 1,299, E. F. Stavel, Rangoon and Singapore 9th Feb. Rice. — JAPANESE.
Feb. 17, OANPA, British str., 4,866, Bartlett, Moji 13th February, Flour and Lumber. — BUTTERFIELD & SWIRE.
Feb. 17, TIENTIN, British str., 1,227, J. Gibbs, Chikung 12th Feb. General. — BUTTERFIELD & SWIRE.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
17th February.
Foye, British str., for Moji.
Wong, British str., for Shanghai.

DEPARTURES

16th February.
LEGASPI, American str., for Xuen Bay.
LEGASPI, German str., for Shanghai.
TAIPEI, Chinese str., for Canton.
THALES, British str., for Swatow.
TIENTIN, German str., for Swatow.
WHAMPOA, British str., for Canton.
17th February.
GERA, German str., for Europe.
PARLING, British str., for Shanghai.

VESSELS IN DOCK

ABERDEEN DOCKS.—M. Struve, Kowloon Dock.—H.I.G.M.S. Moore, Tait, H.M.S. Glory, Ellen Rickmers, Sunghing, Laid, Lin Tan, Hae, Kijong, Yuenan, Pak Hing, Karin, H.M.S. Theis, H.M.S. Vestal, Legaspi.
COSMOPOLITAN DOCK.—Triton, Borneo.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TIENTIN, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE."
Captain Helms, will be despatched for the above ports TO-MORROW, the 19th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 2nd February, 1904. [205]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"ROON."
OF THE NORDEUTSCHER LLOYD.
Captain Meiners, due here with the outward German Mail about THURSDAY, at 5 P.M., will leave for the above places about 12/24 hours after arrival.
NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., Agents.
Hongkong, 15th February, 1904. [5]

VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.
ALSO
PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 23rd February, 1904, at 1 P.M., the Company's Steamship "YARRA," Captain Solter, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 22nd February. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
12th February, 1904. [2]

VESSELS ON THE BERTH

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Connaught Road Central.
Hongkong, 30th June, 1903. [27]
MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.
THE Comedious Steamer
"PAUL BEAU,"
Captain Franguel, leaves Hongkong for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual, and will shortly be followed by the Steamer "CHARLES HARBOUR."
These two magnificent and up-to-date steamers are lighted with Electricity.
The Saloon is under European Supervision.
First Class European ... \$8.00
Second Class European ... \$3.00
First Class Chinese ... \$1.20
Second Class Chinese30
Deck30
Company's Wharf is at the end of Queen's Street, Praya West.
For further particulars, apply to
J. LANDOLT, Agent.
The Pharmacy, Queen's Road Central.
Hongkong, 15th February, 1904. [420]
HONGKONG-MACAO LINE.
S.S. "WING CHAI,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers. Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 2 1/2 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP, &c.	PALEMO	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	27th inst., at Noon.
LONDON & ANTWERP	MOTUNE	Brit. str.		BUTTERFIELD & SWIRE	1st March.
LONDON & ANTWERP	GLYNOLTE	Brit. str.		McGREGOR BROS. & GOW	15th March.
LONDON & ANTWERP	GLAUCUS	Brit. str.	T. Darke	BUTTERFIELD & SWIRE	15th March.
LONDON & ANTWERP	PAK LING	French str.		BUTTERFIELD & SWIRE	23rd inst.
MARSEILLES, &c., via PORTS OF CALL	YARRA	Ger. str.	Solier	MESSEAGERIES MARITIMES	at 1 p.m.
BREMEN, via PORTS OF CALL	SEYDLITZ	Ger. str.	Dowers	MELCHERS & CO.	2nd Mar., at Noon
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	Sachs	HAMBURG-AMERICA LINE	20th inst.
HAVRE, BREMEN & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERICA LINE	2nd March.
HAVRE & HAMBURG	BAMBERG	Ger. str.	Miltzsch	HAMBURG-AMERICA LINE	17th March.
HAVRE & HAMBURG	SAMIRA	Ger. str.	Luning	HAMBURG-AMERICA LINE	22nd March.
HAVRE & HAMBURG	ABESSINIA	Ger. str.	Filler	HAMBURG-AMERICA LINE	5th April.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Borch	BUTTERFIELD & SWIRE	19th April.
GENOA, MARSEILLES & LIVERPOOL	KREMONA	Brit. str.		BUTTERFIELD & SWIRE	20th inst.
GENOA, MARSEILLES & LIVERPOOL	ALAX	Brit. str.		BUTTERFIELD & SWIRE	20th March.
TRIESTE, &c., via SINGAPORE, &c.	GLYNOLTE	Brit. str.	Damianovich	SANDER, WIELEK & CO.	23rd inst., P.M.
NEW YORK, via PORTS & SUEZ CANAL	MACDUFF	Brit. str.		DODWELL & CO., LD.	About 1st March.
VANCOUVER, via SHANGHAI, &c.	TARTAN	Brit. str.		CANADIAN PACIFIC R. CO.	24th inst.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	9th March.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	To-morrow.
VICTORIA (B.C.) & SEATTLE via JAPAN, &c.	AGAMEMNON	Brit. str.		BUTTERFIELD & SWIRE	24th inst.
PORTLAND, OREGON	EMPIRE	Brit. str.	Hollingsworth	PORTLAND & ASTORIA CO.	To-morrow, Noon
AUSTRALIAN PORTS	EMPIRE	Brit. str.	Holms	GIBB, LIVINGSTON & CO.	3rd March.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.		BUTTERFIELD & SWIRE	23rd inst., at Noon
YOKOHAMA & KOBÉ	SAMIRA	Ger. str.	Luning	HAMBURG-AMERICA LINE	About 23rd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	JAVA	Brit. str.	S. Bercham	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	ROON	Ger. str.	Meiners	MELCHERS & CO.	21st inst., A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SILENSIA	Aust. str.	Ghezze	MESSEAGERIES MARITIMES	About 24th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	SYDNEY	French str.	Banc	P. & O. S. N. Co.	About 7th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	CORONA DEL M.	Jap. str.	M. Montford	OSAKA SHOSSEN KAISHA	To-morrow, 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	M. STURGE	Jap. str.	T. Brandt	OSAKA SHOSSEN KAISHA	To-morrow, 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PROMETHEUS	Jap. str.	Lersbruggen	BUTTERFIELD & SWIRE	20th inst., 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	CHUILL	Brit. str.		SHEWAN, TOMES & CO.	27th inst., 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	RUHL	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	About 1st March.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	ZAFIRO	Brit. str.	R. Rodger	DODWELL & CO., LD.	
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	TRENTON	Brit. str.	T. W. Garlick		

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMBATA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW AND LIVERPOOL...	"IDOMENEUS"	On 17th February.	
GLASGOW AND LIVERPOOL...	"AGAMEMNON"	On 25th February.	
GLASGOW AND LIVERPOOL...	"MENELAUS"	On 27th February.	
GLASGOW AND LIVERPOOL...	"RHIPHEUS"	On 4th March.	
GLASGOW AND LIVERPOOL...	"MACHAON"	On 5th March.	
GLASGOW AND LIVERPOOL...	"TELEMACHUS"	On 12th March.	

FOR	STEAMERS	TO	DATE
LONDON AND ANTWERP...	"KINTUCK"	On 19th February.	
"GENOA, MARSEILLES and LIVERPOOL"	"KEEMUN"	On 20th February.	
LONDON AND ANTWERP...	"MOYUNE"	On 1st March.	
LONDON AND ANTWERP...	"GLAUGUS"	On 15th March.	
"GENOA, MARSEILLES and LIVERPOOL"	"AJAX"	On 20th March.	
LONDON AND ANTWERP...	"PAK LING"	On 29th March.	

TRANS-PACIFIC SERVICE.
STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and
PACIFIC COAST PORTS, via
NAGASAKI, KOBE & YOKOHAMA.
"AGAMEMNON" ... On 24th February.

The s.s. "IDOMENEUS" left Singapore on the 12th inst. p.m., and is due here on the 18th inst.
The s.s. "TYDEUS" should leave Pacific Coast for this port via Japan on the 18th inst.
The s.s. "PELEUS" left Victoria B.C. on the 30th ult. for this port via Japan.
For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 18th February, 1904. [10-11]

CHINA NAVIGATION CO. LIMITED.

FOR
MANILA, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A-duly qualified Surgeon in command.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 18th February, 1904. [12]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN."
Captain W. B. Palmer, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 27th FEBRUARY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 16th February, 1904. [1]
"GLEN" LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP.
THE Steamship
"GLENGYLE."
Captain T. Darke, R.N., will be despatched as above on SATURDAY, the 5th March.
For Freight or Passage, apply to
McGREGOR BROS. & CO.,
Hongkong, 16th February, 1904. [29]

NOTICE OF REMOVAL.
THE Business of AH MEN and HING CHEONG & CO., Tailors, will be CARRIED ON from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Connaught House Hotel.
Hongkong, 5th January, 1904. [128]

PRINTING.
THE PRINTING DEPARTMENT of the "HONGKONG DAILY PRESS" possesses every facility for the prompt and satisfactory execution of all descriptions of COMMERCIAL AND GENERAL PRINTING.

ALL WORK EXPEDITIOUSLY EXECUTED. ESTIMATES FURNISHED.
FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE

NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, if paid in advance, \$12 per annum. Postage to any part of the World \$2.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any LOSS, contracted by the Officers or the crew, in the following vessels during their stay in Hongkong Harbour:
LOTHAIR Italian barque, Schifano-Carlotta & Co

NOTICE TO CONSIGNEES
OCEAN STEAMSHIP COMPANY, LIMITED, AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"PAK LING."
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th inst.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at Kowloon on the 22nd inst.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 25th inst., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th February, 1904. [10-11]

THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"BALLAARAT" FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:-
From London, &c., ex s.s. Australia.
From Calcutta, ex s.s. Persa.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 13th inst.
Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 13th February, 1904. [1]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [99]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.
DOUGLAS LAPHRAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851.
Cash Security ... \$225,719
Total Losses Paid ... \$2,769,240

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO., Agents.
Hongkong, 19th May, 1903. [194]

NORTHERN ASSURANCE CO. FIRE and LIFE. ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO., Agents.
Hongkong, 23rd September, 1903. [27]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL, £3,000,000
Subscribed CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500
II. FIRE FUNDS, 2,867,215 11 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SUEWAN, TOMES & CO., Agents.
Hongkong, 19th June, 1903. [1895]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO., Agents.
Hongkong, 26th November, 1903. [2160]

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO., Agents.
Hongkong, 1st January, 1904. [1]

THE DIRECTORY AND CHRONICLE

CHINA, JAPAN, COAST, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST 1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which European residents. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is provided by a DISCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. The Directories and Descriptions are of

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

CHINA
Nanking
Wuhu
Canton
Tientsin
Peking
Shanghai
Yokohama
Kobe
Manila
Singapore
Batavia
Sourabaya
Medan

